

## **AMENDMENTS TO THE CLAIMS**

**Claims 1 to 9** (cancelled)

**Claim 10** (new)

A control device for adjusting a relative angular position of a driven shaft,  
particularly a camshaft of an internal combustion engine, with the following features:

- the control device comprises a drive pinion that is rotatably connected to the shaft,
- the control device comprises an adjusting element (1) for the angular adjustment of the drive pinion relative to the shaft, and further comprises chambers (2, 3) that are alternately supplied with hydraulic fluid,
- the control device further comprises a control valve (6) for actuating the adjusting element (1), said control valve being connected to the chambers (2, 3) of the adjusting element (1) through pressure medium channels (4, 5),
- the control valve (6) comprises a valve body (7) comprising working connections A and B for the pressure medium channels (4, 5), a delivery connection P for the supply of hydraulic fluid and a discharge connection T for the discharge of hydraulic fluid,
  - the control valve (6) further comprises a sliding valve control piston (8) for setting different hydraulic resistances W between the individual connections,

- in a first adjusted position of the valve control piston (8), the connections between the connections P and A and between the connections B and T have a low resistance W and the connections between the connections P and B and between the connections A and T have a high resistance W,
  - in a second adjusted position of the valve (8), the connections between the connections P and B and between the connections A and T have a low resistance W and the connections between the connections P and A and between the connections B and T have a high resistance W,
  - in a third adjusted position of the valve control (8), the connections between the connections A and T and between the connections B and T and the connections between the connections P and A and between the connections P and B and a high resistance W,
- wherein in the third adjusted position,
- either to compensate for fluid leakage V from the pressure medium channel (4) at the connection A, control edges (18, 18') of the valve body (7) have different radii R so that, the resistance W between the connections P and A is lower than the resistance W between P and B,
  - or to compensate for fluid leakage V from the pressure medium channel (5) at the connection B, control edges (18, 18') of the valve body (7) have different radii R so that, the resistance W between the connections P and B is lower than the resistance W between P and A.